

**AMENDMENTS TO THE SPECIFICATION**

*Please replace paragraph [0009] beginning at line 21 of page 4 and ending at line 13 of page 5 with the following amended paragraph.*

[0009] To solve the above-described problems, according to the present invention, in a stabilizer control apparatus for controlling a torsional rigidity of a stabilizer disposed between a right wheel and a left wheel of a vehicle to control a rolling motion of a vehicle body actively in response to a turning state of said vehicle, it is provided with wheel stroke detection means for detecting a relative displacement between said vehicle body and said right and left wheels for at least one of a front axle and a rear axle of said vehicle, wheel stroke difference calculation means for calculating at least one of a difference between right and left wheel strokes and a difference between right and left wheel stroke velocities, on the basis of the result detected by said wheel stroke detecting means, and externally applied force setting means for setting an externally applied force for controlling the torsional rigidity of said stabilizer, on the basis of the result calculated by said wheel stroke difference calculation means, when said vehicle is traveling straight, and the externally applied force which is set based on the result calculated by said wheel stroke difference calculation means is decreased when said vehicle is traveling in the turning state.

*Please replace paragraph [0012] beginning at line 25 of page 6 and ending at line 22 of page 7 with the following amended paragraph.*

[0012] Also, according to the present invention, in the stabilizer control apparatus for controlling a torsional rigidity of a stabilizer disposed between a right wheel and a left wheel of a vehicle, to control a rolling motion of a vehicle body

actively in response to a turning state of said vehicle, it may be provided with wheel stroke detection means for detecting a relative displacement between said vehicle body and said right and left wheels for at least one of a front axle and a rear axle of said wheel, wheel stroke lateral difference calculation means for calculating a difference between right and left wheel strokes on the basis of the result detected by said wheel stroke detection means, externally applied force setting means for setting an externally applied force for controlling the torsional rigidity of said stabilizer, on the basis of the result calculated by said wheel stroke lateral difference calculation means, and turning factor setting means for setting a turning factor indicative of a turning state of said vehicle, and it may be constituted such that wherein said externally applied force setting means decreases the torsional rigidity of said stabilizer is decreased to be lower than a value inherently provided for said stabilizer bar, according to the externally applied force set by said externally applied force setting means, in response to when the turning factor set by said turning factor setting means is smaller than a predetermined value, and wherein said externally applied force setting means decreases said externally applied force when said turning factor is larger than the predetermined value.